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BOSTON

AND THE

BACK BAY

WITH THE COMPLIMENTS OF

J. W. WOLCOTT,

Prop. HOTEL VENDOME,

Boston, Mass., U.S.A.

REED & LINCOLN, Publishers.

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HOTEL VENDOME, BOSTON, Jan. 30, '84.

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J. W. WOLCOTT,
Proprietor.

HOTEL VENDOME, BOSTON, Jan. 29, '84.

The manuscript copy of "Boston and the Back Bay" has been this day submitted to, and approved by me.

J. W. WOLCOTT,
Proprietor.

HOTEL VENDOME, BOSTON, Jan. 30, '84.

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BOSTON

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14 STATE STREET

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"VISITORS' GUIDE TO BOSTON,"

"THE VENDOME GUIDE,"

"TREMONT HOUSE,"

"UNITED STATES HOTEL,"

"REVERE HOUSE,"

Etc., Etc.

REED & LINCOLN,

NO. 14 STATE STREET, ROOM 43,

BOSTON, MASS., U.S.A.

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INDEX.

	PAGE.		PAGE.
Annexed Towns	9	Huntington avenue	13-17
Arlington street	13	Markets	75-7
Arts and Sciences	37-41	Mass. Charitable Mechanics'	
Back Bay	9	Building	15-17
Boston, Early History of	7	Mill-Dam	5, 11-13
Boylston street	13	National Banks	43-7
Bridges	41	Navy-Yard	77
Business Exchanges	49-51	New England Manufacturers	
Cemeteries	53-7	and Mechanics' Institute,	
Children's Hospital	15	etc.	17
Churches	51	Newspapers	79
Coaches	65-7	Parks, Squares, Statues, etc. .	78-81
Columbus avenue	13	Post-Office	83-5
Commonwealth avenue	23	Public Garden	17-23
Courts	51-3	R R. Depots	85
Everett, Edward, Statue of . . .	21	Safe Deposit Vaults	49
Ether Monument	21	Savings-Banks	47
Ferries	57	Steamers (coastwise)	87-9
First Baptist Church	23	Steamers (ocean)	89
Foreign Consuls	57	Sumner, Charles, Statue of . .	21
Foreign Exhibition	15-17	Telegraph Offices	91-3
Fort Hill	9	Theatres	89-91
Glover, Gen. John, Statue of . .	23	Trinity Church	9
Hack Fares	65	Trust Companies	49
Halls	69-75	Vendome Hotel	25-33
Hamilton, Alex., Statue of . . .	23	Venus rising from the sea . . .	19
Herdies	67	Washington, Equestrian Statue	
Horse Railroads	59-63	of	19
Hospitals	69	Wolcott, Col.	33

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Boston, the Back Bay, and the Vendome.

FIFTY years ago — within the life-time of those who are now only in the prime of life — what is at present known as the “Back Bay” was the abode of the “peep,” the curlew, and the bittern. Marshes constituted the larger portion of the real estate in this locality, while boats and vessels of quite a respectable tonnage skimmed across the glassy surface of an inland lake of no inconsiderable proportions. The original extent of this waste space was about 600 acres, all overflowed by the tide. Even as recently as 1850 it was a mere waste of flat, over which the tide, admitted through flood-gates in the Mill-dam, ebb'd and flowed as far up as Charles street. Within the memory of the writer, too, bathing was indulged in here by the lads of the South End.

The City of Boston, it may be as well to state for the information of those whom this book is intended to reach, is the largest in New England, and second only to New York in the extent of its commerce. It is situated on the shores of Massachusetts Bay, at the mouth of the Charles River, in lat. $42^{\circ} 21'$ north, long. $71^{\circ} 3' 52''$ west from Greenwich. The spot was first visited by Europeans in

1621, when a party of Pilgrims from Plymouth, Mass., entered the harbor, and were so pleased with the charming beauty and unsurpassed seaboard facilities of the place, that they are said to have very much regretted they had not made their settlement where Boston now stands. In or about the year 1623 the Rev. William Blackstone, an Episcopal clergyman, came over from Charlestown, — there were, however, no bridges in those days, — and settled down upon what is now Louisburg square, on the western slope of Beacon Hill. His proprietary right to the whole peninsula of Boston was unquestioned, and, in fact, was recognized officially. The first General Court was held in 1630, while John Winthrop was the first governor elected by the colonists. A hundred years ago there were stately and substantial dwellings, most of them detached, surrounded with lawns and trees. There were many quaint old nooks and corners, taverns and inns, and stores designated by emblems and symbols. Altogether, there were some 2,000 buildings, four being of stone, of which King's Chapel now alone remains. It was then a pear-shaped peninsula, two miles long in its extreme length and about one broad. But now the original area has become trebled. The broad, oozy salt marshes, the estuaries and the bays, once stretching on all sides, have been reclaimed, and what was then really the "Neck" is now the widest. Few of the old historic landmarks remain, but with this loss it has gained greatly in other directions. Its odd, crooked streets have been untwisted and untangled, widened and straightened, and their peculiar

characteristics almost entirely effaced. Radical changes have been made in every direction, and, quaint and picturesque as old Boston undoubtedly was, the new Boston, with its wealth of magnificent buildings in the busy portion, its rows of elegant and costly residences on the Back Bay and kindred localities, its many stately structures (public and private), make it the very finest in the whole country. One of the three hills (Fort Hill) has been cut down, the whole surface of the original ground has been levelled and graded, and every square inch turned over and over; new territory has been added by the annexation of adjoining suburban cities and towns, — Roxbury, Charlestown, etc., — until now the area of the city (which was originally something less than 800 acres) with all its districts is 23,661 acres, or $36\frac{7}{8}$ square miles, — about thirty times more than what it was at first, — made up as follows: South Boston, 1,002 acres; East Boston, 836 acres; Roxbury, 2,700 acres; Dorchester, 5,614 acres; West Roxbury, 7,848 acres; Brighton, 2,277 acres; Charlestown, 586 acres; Breed's Island, 785 acres; Deer Island, 184 acres.

In this brief sketch, however, the writer desires to deal more particularly with that portion of the city known as the "Back Bay," comprising about seven and eight hundred acres, between Charles, Beacon, and Tremont streets, and the old Roxbury boundary line, — a district by far the most aristocratic, and containing some of the handsomest erections, in an architectural point of view, to be found anywhere in the country, amongst them being Trinity,

new Old South, and First Baptist Churches; the Vendome, Brunswick, Berkeley, Cluny, Huntington, and Oxford Hotels, to say nothing of the long lines of really palatial private residences. The Mill-dam, which is now simply a continuation of Beacon street, was built in 1821, at a cost of somewhere about \$700,000, by the Boston and Roxbury Mill Corporation. It extends across what was the "Western Bay," and is a mile and a half in length and seventy feet wide, originally enclosing some 600 acres of the flats, which, in their season, were overflowed by the tide to the depth of from eight to ten feet. Sometime during 1850 the Legislature appointed three commissioners — Simon Greenleaf, Joel Giles, and Ezra Lincoln — to consider the matter of claims to the right of the water-power. This commission, after a lengthy and thorough investigation, came to the conclusion that the maintenance of the water-power as then arranged was antagonistic to many important public interests, and that the very best thing to do with the receiving-basin was to fill it up. The construction of wide streets and squares, and a perfect system of drainage, under the direction of the State, was also recommended. In 1857 arrangements were perfected between the various parties interested, for filling in the basin, as recommended. The contract for filling in and making this land was awarded Mr. Norman C. Munson, of the firm of Goss & Munson, railroad contractors, who agreed to take their remuneration in land, they receiving 260,000 square feet, and the State 793,000. As fast as streets and lots were ready, they found



a ready sale, being offered at public auction by both the State and the Water Power Co. The work continued to last about twenty years, and the report of the State Auditor for 1866 shows that up to that date about 4,000,000 square feet of land had been filled, at an average cost of $40\frac{1}{2}$ cents per foot, and that 1,295,211 feet had been sold, at an average price of \$1.77 per foot, thus leaving to the State a profit of \$1,212,653. Mr. Munson received, in all, about \$7,000,000 for his work. By the report of the Harbor and Land Commissioners, in 1880, it appears that the total number of square feet sold since 1857 was 2,084,931, the average price being \$2.66 per foot. In 1867 the total belonging to the State was 4,723,998 feet, of which 314,740 have been given to the city and various public institutions, while 2,037,068 square feet have been devoted to streets, passage-ways, squares, etc. Up to last year the State Treasury had received \$4,625,000 by the sale of these lands, and something more than 250,000 feet are yet unsold.

In 1843 an extension of Boylston street was made, and it was not until thirteen years later that Arlington street was laid out. The laying out of Columbus avenue, one of the finest thoroughfares in Boston, was commenced in 1869, and is already lined with handsome dwellings, fine family hotels, elegant stores, and several of the leading churches. It extends from Park square to Northampton street, a distance of a mile and a half, the width, including sidewalks, being about one hundred and sixteen feet. Huntington avenue branches off at the corner of Boylston, Clarendon,

and Dartmouth streets, and extends in a south-westerly direction somewhere about a mile. It is not far from one hundred feet wide, and is a favorite speeding ground for not a few who own fast horses, a nice level stretch being met with after passing the Boston & Albany R.R. bridge. At present but few buildings have been erected upon it, but those which do exist are of the most imposing proportions and architectural beauties. The hotels Huntington, Copley, and Oxford, all first-class apartment houses, have been recently erected. There is also the Children's Hospital; and all are fine specimens of architecture. Just over the railroad bridge, on the left-hand side, is one of the largest buildings in the city, that of the Massachusetts Charitable Mechanics' Association, which covers an area of more than 110,000 square feet. It is built in the Renaissance style, of red brick, with sills and caps of freestone and terra-cotta ornamentation. At the "city end" rises an octagonal tower to the height of 90 feet; and here, also, is the entrance to the business offices, which are fitted up with every convenience. The "grand hall," which will seat no less than 8,000 people on its floor and its balconies, is at the extreme westerly end of the structure, and contains one of the finest and most elegant organs in the whole of the United States. The first exhibition of industry, art, and skill in this building was held in the fall of 1881, and was visited by about 375,000 persons. The last was the Foreign Exhibition, in which the arts, products, and manufactures of every nation on the face of the globe were represented.

That it was not a financial success is no fault of the management, but the indirect benefit to the city's trade cannot be overestimated. At the extreme present terminus of the avenue is the New England Manufacturers' and Mechanics' Institute Building. It was built during the year 1881, and covers an area of close upon five acres, the space available for exhibition purposes being eight acres. The interior construction of the main building is without partitions, so that a full view is obtainable from end to end. Two galleries, each 63 feet wide, extend the whole length of the building, the height to the roof being 80 feet. Annual industrial exhibitions are held here, while during the summer and a portion of the winter it is utilized as a source of amusement. At present it is used as a roller skating-rink, and is one of the best patronized pleasure resorts in the city. Cars run on the avenue from the Tremont House almost every five minutes. At present the above are the only permanent buildings on the avenue, but the probability is that in a very few years the now waste spots will be covered fully as thickly with handsome and stately dwellings as any other portion of the Back Bay. It was laid out in 1875, and the intention is to extend it to Tremont street, Highland District, a mile and a half farther than its present terminus.

The western boundary of the Public Garden is Arlington street, the whole of which territory at the beginning of the present century consisted mainly of salt marshes and flats, and was granted by the city to some rope-walk proprietors.

who had been burned out. Twenty-four years later an attempt was made by the City Government to sell the land for building purposes; but on a vote of the people being taken they decided not only not to sell it, but that it should not be used for the purposes of a cemetery. It lay idle for quite a number of years, and it was not until 1859 that the first steps were taken towards improving it for garden purposes. Now, with its mossy sward, tastefully designed flower-beds, clumps of evergreens, neat gravel walks, fountains, electric lights, etc., it is one of the prettiest places in this country. Dotted here and there, in situations most appropriately chosen, are some of the choicest specimens in the way of statuary to be found anywhere in the United States. One of the prettiest is that of "Venus Rising from the Sea," the gift of the late J. D. Bates, consisting of a fountain, in the centre of which a beautifully carved female figure in white marble is surrounded by fine spray. It is located in the vicinity of the Arlington-street entrance, near the central path, leading to Charles street, and is a most attractive object to all visitors. The most prominent feature in this line, however, is the equestrian statue of Washington, said to be the largest bronze work of its nature in this country. It represents the Father of our Country on horseback, mounted upon a pedestal sixteen feet high, while the statue itself measures twenty-two feet. It was cast in no less than fourteen pieces, and was designed by the renowned sculptor, Thomas Ball. The contract was made originally in 1859; but, in consequence of the war, the casting was delayed, and

it was not until the 3d July, ten years later, that it was placed in position and unveiled. Not very far off is what is known as the "Ether Monument," a most beautiful piece of sculpture in granite and red marble. It was given to the city by Thomas Lee, and bears upon one of its sides the following inscription :—

"To commemorate
the discovery
That the inhaling of ether
Causes insensibility to pain,
First proved to the world
at the
Mass. Gen. Hospital,
in Boston,
October, A. D. MDCCCXLVI."

The statue of Edward Everett stands at about the middle of the Beacon-street side of the Gardens, and was put in place during the fall of 1867. The model was made by W. W. Story in Rome, but the casting was performed in Munich. The well-known orator is represented in a standing position, with right arm extended and head thrown back. Facing this statue, on the extreme opposite side, stands that of Charles Sumner, — New England's model statesman, patriot, and orator, — its back turned on Boylston street.

Over the centre of the pond or lake, so well known to Bostonians, has been thrown a bridge of unique pattern

and artistic beauty. It is of iron, with granite piers, and in summer-time is generally crowded by children and their nurses, and others, watching the many boats circling round the waters of the pond beneath. The scene any fine evening in June, July, or August, with the electric lights reflected in the water brighter than any moonbeams, and rendering the smallest object visible, the boats flitting about on the surface of the lake, coupled with the sweet scent of myriads of flowers, is one never to be forgotten by those fortunate enough to count it among their experiences.

Commonwealth avenue, which extends for upwards of a mile and a half from the centre of the Public Garden on Arlington street, is one of the handsomest thoroughfares in this or any other city in the world. Both sides are lined with costly and palatial residences, while down the centre of the roadway is a strip, or grass plat, lined on either side with shade trees, while a wide gravel walk in the middle forms a cool and delightful promenade, having the advantage of being away from the noise and turmoil of the city. At brief intervals, too, comfortable settees have been placed for the convenience of weary pedestrians or loving lads and lasses.

Among the many prominent objects of interest on this magnificent avenue may be mentioned the statues of Alexander Hamilton and Gen. John Glover, and the First Baptist Church; all of which, however, are too well known to residents to need a description here.

The Vendome.

Situated in the centre of the Back Bay district is the Hotel Vendome, one of the finest, most comfortable, and best furnished hotels in the country, and, perhaps, in the whole world. Its site is charming and easy of access from all parts of the city; in fact, no better locality could have been selected than that on which it stands, — corner of Commonwealth avenue and Dartmouth street. Its main front faces upon the former thoroughfare, extending for a distance of no less than 240 feet, while the frontage on Dartmouth street is 125 feet. It was built in 1880 by Mr. Charles Whitney, and cost over a million dollars. The architects were Messrs. J. F. Ober and Geo. D. Rand, — two gentlemen whose reputations are second to none, and whose names are a sufficient guarantee of excellency of design, comfort, and convenience of arrangement. As regards its external appearance, it is, without doubt, the very handsomest to be found anywhere. The front facing on Commonwealth avenue is of well-selected, almost milk-white Tuckahoe marble, that on Dartmouth street being Italian. The caps of both the doors and windows are most elaborately carved, and are really fine specimens of the sculptor's art.

The building proper, which is six stories and a basement high, is surmounted by a Mansard roof, which, together with the three towers, are of wrought-iron, covered, however, with slate. The main entrance to this vast estab-

lishment is on Commonwealth avenue, the visitor having to ascend an easy flight of marble steps, kept as clean and white as snow. Upon entering the rotunda the visitor finds himself in a spacious and high-studded apartment, decorated in a manner evidencing exquisite taste and skill. To the right is that inevitable and necessary evil of all hotels, the news-stand, so that guests have no necessity for leaving the hotel in order to obtain their morning paper, periodicals, new publications, and circulating library; neither are they dependent upon that ubiquitous, but "onsarten" individual, the newsboy. The floors are laid with encaustic tiling of original designs and colors. The ceilings, which are divided into panels, are frescoed most beautifully with Arabesques, the prevailing shade being olive, contrasting most harmoniously with the light-pink groundwork of the centres. The pillars and upright panels on the walls are excellent specimens of what is known as "light and shadow" work, in which transparent colorings are laid upon bronze, silver, and gold metallings, arranged in seeming confusion, but in such a manner as to avoid the predominance of any one color in particular. To the left is the private office of Col. J. W. Wolcott, the proprietor, fitted up in an appropriate manner, and divided from the main hall-way by a screen of carved cherry-wood, with cathedral glass lights. The office, which is situated to the left of the grand stair-way, is a perfect type of what an hotel office should be, fitted up with every convenience for welcoming the arrival and

speeding the departure of the numerous guests. The ladies' entrance is on Dartmouth street, — a uniformed servant being stationed here for the purpose of lending such assistance as may be necessary in the way of opening carriage doors, etc. The steps here again are of white marble, with easy-swinging, yet close-shutting doors. Just inside is the reception suite for ladies, consisting of three drawing-rooms, furnished in the most elegant and complete manner, — the windows being hung with handsome silk-plush curtains, which harmonize most completely with the other furnishings, — the effect of the whole being rich in the extreme, yet subdued, and in no way *outré*. Upon the opposite side of the rotunda is the gentlemen's reading and smoking room, — a pleasant, well-lighted apartment, finished in oak panellings, and with an open wood fireplace of antique pattern. The monotony of the walls is broken by several oil paintings, chief among which is one representing the entombment of a nun who has been found guilty of breaking her vows, which was shown at the Foreign Exhibition last fall, and was the object of general interest and admiration. There is also to be found here a number of large maps of the chief cities and towns in the United States, from the very latest surveys, — an item of information not found in every hotel, and one not to be overlooked. The chief dining-hall is as handsome an apartment of its kind as can be found in any hotel in this or any other country. It is most elaborately decorated with rich carvings in mahogany and cherry-wood. On the

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ceiling are specimens of some of the very best efforts of the well-known and renowned decorator, Haberstroh, — both design and coloring being of a most pleasing type, giving an appearance of light and warmth to the whole room, as it were. Costly mirrors adorn the walls at regular intervals. Three hundred and fifty individuals can be dined here at one time. The serving-rooms, pantry, and kitchen are on the same floor, and are models of convenience and cleanliness, being fitted up with arrangements of the latest invention and most approved pattern. The cooking apparatuses are of the very best description, — the whole being under the direction of an able and experienced *chef*, who is aided by a large number of assistants. Quite a feature in connection with the culinary department is the ingenious arrangement of flues and pipes, by means of which all the hot air and unpleasant odors are carried to the very top of the building, and so complete is the system that even in the kitchen itself a blind man would have but very slight evidence that cooking operations were being carried on.

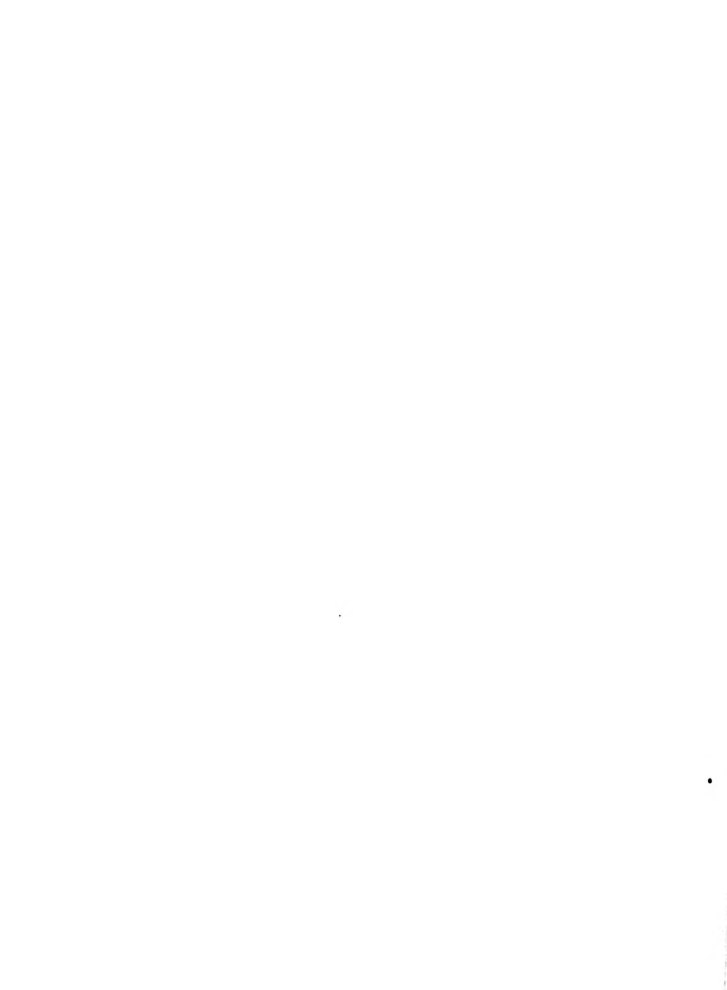
A private suite on this floor, for distinguished visitors, is worthy of notice. It consists of reception-room, parlor, chamber, and dining-room, all furnished in the most elegant and complete manner possible, the chamber especially being a marvel of comfort and good taste. The windows of the dining-room look out upon the walls of the light-well, which, by the exercise of the artist's skill, are made to represent the interior of an exotic conservatory,



palms and ferns being delineated on the canvas with most realistic and charming effect. This suite can be entirely cut off from the other portions of the house, and guests occupying it can be as secluded here as they would be in a private residence.

But the writer has already exceeded the space allotted him, and a general description of the other portions of the house is alone possible. Each of the six upper stories contains seventy rooms, arranged so as to be used singly or in suites, each suite having bath-room, clothes-closets, etc., connected with it. The plumbing-work and arrangements for securing perfect ventilation are almost marvellous, every improvement to secure health and comfort having been introduced. No open basins are to be found in the chambers, all being shut off in the closets adjoining. Open fireplaces — Wellington patent — are found in every room, together with steam radiators, which latter serve the double purpose of supplying warmth and ventilation. Of Colonel Wolcott, the proprietor and manager, it is almost needless to say anything. His reputation is not confined to this city, or this country, even. It is, in fact, world-wide; and the fame of the Vendome, under his directorship, is steadily on the increase. He it was, too, who opened and improved the Brunswick Hotel, and made its reputation. The terms for guests range from \$5 per day upwards; but suites can be leased by the year or otherwise.

Boston, indeed, has many public buildings worthy of notice. Among those that are remarkable for architectural



beauty and grandeur are the United States Post-Office, Trinity Church, the Museum of Fine Arts, Cathedral of the Holy Cross, English High and Latin School, New Old South, etc.

From the very first Boston has been noted for its commerce. Eight lines of railway connect it with the interior and the West, and sailing vessels and steamers run from her magnificent harbor to all parts of the world. It is also a great manufacturing centre, its industries being varied, important, and of considerable magnitude.

In concluding this necessarily brief sketch of Boston the writer would wish it understood that he lays no claim to literary excellence. His aim has been, solely and simply, to lay before the thousands who he expects will peruse this book a concise statement of the newest and most important improvements; and in this aim he considers he has been fairly successful.



Directory.

ARTS AND SCIENCES.

Boston Museum of Fine Arts. — Corner of Dartmouth street and St. James avenue. Open daily; on Mondays, at noon, and other days from 9 A.M. till sunset. Saturdays, 9 A.M. to 5 P.M.; and Sundays, 1 to 5 P.M., when there is no charge for admission. Other times, 25 cents admission.

American Academy of Arts and Sciences. — Athenæum building, Beacon street. Founded in 1780; president, Prof. Joseph Lovering.

Boston Society of Natural History. — Between Boylston and Newbury, on Berkeley street. Open to the public Wednesdays and Saturdays.

Warren Museum of Natural History. — No. 92 Chestnut street. Visitors should apply to Dr. J. Collins Warren, 58 Beacon street, or Dr. Thomas Dwight, 70 Beacon street.

Handel and Haydn Society. — Founded in 1815, and now consists of about six hundred voices. Conductor, Carl Zerrahn; organist, B. J. Lang. The head-quarters are in Music Hall building, and rehearsals take place in Bumstead Hall.

Harvard Musical Association. — Founded in 1837. John S. Dwight, president.



Apollo Club.—B. J. Lang, musical director. Private weekly rehearsals, at 151 Tremont street. Its concerts are generally given in Music Hall.

Boylston Club.—For males only. Geo. L. Osgood, director.

Other Musical Societies are the Arlington, Cecilia, Orpheus, Philharmonic, Symphony, Lotus Glee Club, Harugari, Liederkrantz, St. Michael's, Roxbury Männerchor, and South Boston Liedertafel.

Harvard Dental School.—No. 50 Allen street. Dr. T. H. Chandler, the dean, has an office at No. 74 Commonwealth avenue.

Harvard Medical School.—North Grove street. There are now two hundred and forty-one students, and forty-three instructors. Dean, Dr. Calvin Ellis.

Boston University.—This includes the College of Music, in Music Hall building; School of Theology, 36 Bromfield street; School of Law, 36 Bromfield street, and the School of All Sciences, on Somerset street.

Boston University School of Medicine.—Open to both sexes. Situated on East Concord street. The dean of the school and professor of surgery is I. T. Talbot, M.D., 66 Marlborough street.

Boston College.—Next the Church of the Immaculate Conception, on Harrison ave.

Massachusetts Institute of Technology.—Founded in 1861, and situated on Boylston street, at the corner of Clarendon street.

Massachusetts Normal Art School.—Washington street, South End, in what was previously known as the "Deacon House."



New England Conservatory of Music. — St. James' Hotel, East Newton street. Prof. Eben Tourjée, Director.

Massachusetts College of Pharmacy. — Franklin School building, Washington, near Dover street.

BRIDGES.

Broadway Bridge, to South Boston, over Fort Point Channel.

Cambridge Bridge, from Boston to Cambridge.

Canal, or Craigie's Bridge, Leverett street to East Cambridge.

Charles-river Bridge, Charlestown street to Charlestown.

Chelsea Bridge, Charlestown to Chelsea.

Chelsea-street Bridge, East Boston to Chelsea.

Commercial Point Bridge.

Congress-street Bridge, over Fort Point Channel.

Dover-street Bridge, to South Boston.

Essex-street Bridge, Brighton to Cambridge.

Federal-street Bridge, to South Boston.

Granite Bridge, Dorchester to Milton.

Malden Bridge, Charlestown to Everett.

Meridian-street Bridge, East Boston to Chelsea.

Mt. Washington-avenue Bridge, to South Boston.

Neponset Bridge, Dorchester to Quincy.

North Beacon-street Bridge, Brighton to Watertown.

Prison-Point Bridge, Charlestown to East Cambridge.

Warren Bridge, Beverley street to Charlestown.

West Boston Bridge, Cambridge street to Cambridgeport.

Winthrop Bridge, Breed's Island to Winthrop.

BANKS.

There are in Boston fifty-nine National Banks, the names and location of which are as follows :—

Atlantic, cor. Kilby and Doane streets.

Atlas, 8 Sears' Building.

Blackstone, 132 Hanover street.

Blue Hill, Washington street, Dorchester.

Boston, Mutual Life Insurance Co.'s Building.

Boylston, 616 Washington street.

Broadway, 43 Milk street.

Bunker Hill, 121 City square, Charlestown.

Central, 121 Devonshire street.

Columbian, 65 State street.

Continental, 51 Summer street.

Eliot, Mutual Life Insurance Building.

Everett, N.E. Life Insurance Building.

Faneuil Hall, 3 South Market street.

First, 17 State street.

First Ward, 1 Winthrop Block, E.B.

Fourth, 34 Blackstone street.

Freeman's, 111 Summer street.

Globe, 40 State street.

Hamilton, 60 Devonshire street.

Howard, 19 Congress street.

Lincoln, 150 Devonshire street.

Manufacturers', 88 Summer street.

Market, 86 Summer street.

Massachusetts, 60 Congress street.



Maverick, 50 Water street.

Mechanics', 115 Dorchester avenue.

Merchandise, Mason Building.

Merchants', 23 State street.

Metropolitan, 4 Post-Office square.

Monument, Thompson square, Charlestown.

Mount Vernon, 13 Franklin street.

National Bank of Commerce, 9 Sears' Building.

“ Bank of the Commonwealth, cor. of Devonshire and
Water streets.

“ Bank of North America, 106 Franklin street.

“ Bank of Redemption, 85 Devonshire street.

“ Bank of the Republic, Mutual Life Insurance
Building.

“ City, 61 State street.

“ Eagle, Mutual Life Ins. Building.

“ Exchange, 28 State street.

“ Hide & Leather, 70 Federal street.

“ Market of Brighton, Market street, Brighton.

“ Revere, 100 Franklin street.

“ Rockland, 2343 Washington street.

“ Security, 79 Court street.

“ Union, 40 State street.

“ Webster, N. E. Life building.

New England, 67 State street.

North, 109 Franklin street.

Old Boston, 48 State street.

Peoples', 114 Dudley street.

Second, 199 Washington street.

Shawmut, 60 Congress street.



Shoe & Leather, 150 Devonshire street.
 State, 40 State street.
 Suffolk, 60 State street.
 Third, 8 Congress street.
 Traders', 91 State street.
 Tremont, corner State and Congress streets.
 Washington, 47 State street.

SAVINGS-BANKS.

Boston Five-Cents, 38 School street.
 “ Penny, 1371 Washington street.
 Charlestown Five-Cents, Thompson square, Charlestown.
 East Boston, 16 Maverick square.
 Eliot Five-Cents, 114 Dudley street.
 Emigrant, 590 Washington street.
 Franklin, 20 Boylston street.
 Home, Tremont, cor. Boylston street.
 Institution for Savings in Roxbury and vicinity, 2343 Wash-
 ington street.
 North End, 57 Court street.
 Provident, 36 Temple place.
 South Boston, 368 Broadway.
 Suffolk, 47 & 49 Tremont street.
 Union Institute for Savings, 37 Bedford street.
 Warren Institute for Savings, 25 Main street, Charlestown.

TRUST COMPANIES.

American Loan & Trust Co., 55 Congress street.
 Boston Safe Deposit & Trust Co., 87 Milk street.
 International Trust Co., 45 Milk street.
 Massachusetts Hospital Life Insurance Co., 50 State street.
 Massachusetts Loan & Trust Co., 18 Post-office square.
 New England Trust Co., 85 Devonshire street.

SAFE DEPOSIT VAULTS.

Boston Safe Deposit & Trust Co., 87 Milk street.
 Security Safe Deposit Co., 67 Milk street.
 Union Safe Deposit Vaults, 40 State street.

BUSINESS EXCHANGES.

Board of Trade, 53 State street.
 Commercial Exchange, 53 State street.
 Fish Bureau, 176 Atlantic avenue.
 Furniture Board of Trade, 7 Exchange place.
 Mining & Stock Exchange, 53 State and 14 Exchange place.
 Produce Exchange, rotunda of Faneuil Hall.
 Shoe & Leather Exchange, 44 & 48 Hanover street.
 Stock & Exchange Board, room 1, 13 Exchange place.
 Massachusetts Fish Exchange, 65 Commercial wharf.
 Mechanics' Exchange, 35 Hawley street.

New England Furniture Exchange, 174 Hanover street.

New England Manufacturers' and Mechanics' Institute, John F. Wood, treasurer, 38 Hawley street.

New England Museum Exchange, 48 Mason building.

New England Shoe and Leather Association, 79 to 87 Bedford street.

CHURCHES.

The total number of churches in Boston is 223, divided among the various sects as follows : Baptist, 27 ; Catholic Apostolic, 1 ; Christian, 1 ; Congregational Trinitarian, 29 ; Congregational Unitarian, 20 ; Deaf-Mute Society, 1 ; Episcopal, 23 ; Freewill Baptist, 2 ; French Society, 1 ; Friends, 1 ; Jewish, 8 ; Lutheran, 5 ; Methodist, 4 ; Methodist Episcopal, 28 ; New Jerusalem, 2 ; Presbyterian, 7 ; Reformed, 1 ; Roman Catholic, 30 ; Second Advent, 3 ; Union, 9 ; Universalist, 11.

COURTS.

U.S. Circuit Court. — Court-House, 140 Tremont street. Terms : May 15, October 15. Rule day : First Monday of every month.

U.S. District Court. — Court-House, 140 Tremont street. Terms : Third Tuesday in March, fourth Tuesday in June, second Tuesday in September, first Tuesday in December.

Supreme Judicial Court. — Court-House, Court square. Terms : First Tuesday in April and second in September. Law

term for the Commonwealth of Massachusetts: First Wednesday in January.

Superior Court. — Court-House, Court square. Civil Session: First Tuesday in January, April, July, and October. Criminal Session on first Monday of each month.

Courts of Probate and Insolvency. — No. 28 Court square and 32 Tremont street. Terms of Probate Court: Every Monday, except the first, second, and fourth in August. Terms of Court of Insolvency: Friday in each week except in the month of August.

MUNICIPAL COURT.

City Proper Court-House. — Court square. Terms: Civil, every Saturday, at 9 A.M., for the return and entry of civil actions not exceeding \$1,000. For criminal business: Every day, 9 A.M., except Sundays and legal holidays.

South Boston. — Dorchester street, corner of Fourth.

Dorchester. — Field's Corner.

Brighton. — Old Town Hall.

Roxbury District. — Roxbury street.

East Boston. — Meridian street.

West Roxbury. — Seaverns avenue, Jamaica Plain.

Charlestown. — City Hall.

CEMETERIES.

Cedar Grove. — Situated in Dorchester, between Adams, Milton, and Granite streets.

Mount Hope. — Walk Hill street, West Roxbury.

Evergreen. — Near Chestnut-Hill reservoir, Brighton.

Mt. Auburn. — Near the Fitchburg depot, at Mt. Auburn.

Woodlawn. — Everett.

Forest Hills. — Morton street, Jamaica Plain.

Mt. Calvary. — Mt. Hope street, near Canterbury, West Roxbury.

Gethsemane. — Brooks Farm, Baker street, West Roxbury.

East Boston. — Swift, corner of Bennington street.

St. Augustine. — South Boston.

Catholic. — Circuit street, Roxbury.

Warren. — Kearsarge avenue, Roxbury.

Roxbury. — Washington, corner of Eustis street.

Hand-in-Hand. — Grove street, West Roxbury (Jewish).

Mt. Benedict. — Arnold street, West Roxbury.

King's Chapel Burying-Ground. — Tremont, near School street.

Granary Burying-Ground. — Tremont street, opposite Bromfield.

Central Burying-Ground. — Common, corner of Boylston street.

Copp's Hill Burying-Ground. — Corner Charter and Hull streets.

Codman Burial-Ground. — Norfolk street, Dorchester.

Dorchester Old Burial-Ground. — Corner of Stoughton and Boston streets, Upham's Corner.

South Burial-Ground. — Dorchester avenue, near Codman street.

Old Catholic. — Off Norfolk street, Dorchester.

Bunker-Hill Burial-Ground. — Bunker Hill, Charlestown District.

Old Burial-Ground. — Phipps street, Charlestown.

South Burial-Ground. — Corner Washington and East Newton streets.

Israelitish. — Wordsworth, corner Homer street, E.B.

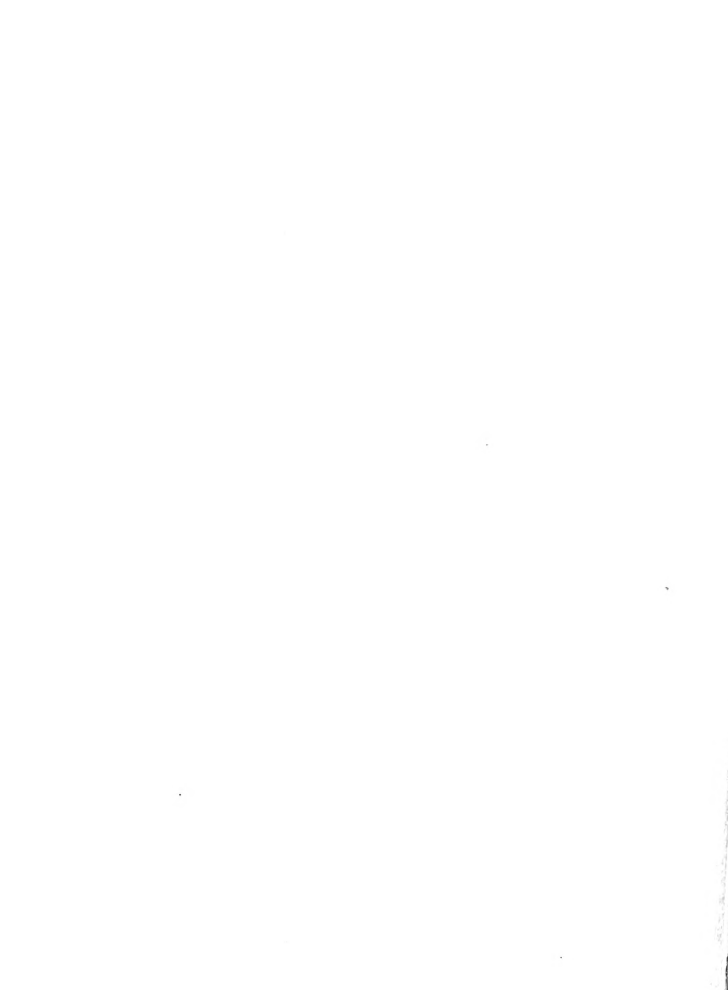
FERRIES.

Chelsea Ferry. — Foot of Hanover street. Fare, 3c.

East Boston Ferries. — North, foot of Battery street. South, foot of Fleet street. Fare, 2c.

FOREIGN CONSULS.

Argentine Republic and Austria-Hungarian, Arthur Donner, 70 State street, room 2; Belgian and Brazilian, C. S. Gill, 113 Milk street; British, C. A. Henderson and W. H. Stuart, 13 Exchange place; Costa Rica, S. W. Dewey, 45 Kilby street; Danish, E. C. Hammer, 113 Milk street; Dominican, E. M. Fowle, 34 India Wharf; French, Lucien Carissan, 17 Battery-march street; German Empire, S. B. Schlesinger, 6 Oliver street; Greek, J. M. Rodocanachi, 13 Kilby street; Hawaiian, Lawrence Bond, 55 Congress street; Haytien, B. C. Clark, 55 Kilby street; Italian, José M. Aguayo, 4 Post-Office sq., room 17; Mexican, E. A. Adams, 115 State street; Netherlands, G. Lootz, 113 Milk street, and Swedish and Norwegian; Peruvian, M. Crosby, 92 State street; Turkish, Oscar Iasigi, 30 Kilby street, room 18; Uruguay, Arthur Carroll, 34 India Wharf; Venezuela, D. F. Hunt.



HORSE-RAILROADS.

Highland Street Railway. — Office, 827 Shawmut avenue. Cars run every five minutes, *via* Temple place, to Grove Hall and Dudley street; *via* Cornhill, to Warren street, Mt. Pleasant, and Blue Hill avenue, every five minutes; *via* Columbus avenue, every three minutes; *via* Columbus avenue, to Boston and Maine depot, every ten minutes; *via* Hampden street, to Oakland Garden, every fifteen minutes; *via* Shawmut avenue, from Maine depot to Oakland Garden, every twenty minutes. Coaches from Grove Hall to Mt. Hope Cemetery every hour during summer afternoons.

Metropolitan Railroad. — Office, 16 Kilby st.

“	Norfolk House.....	every 10 minutes.
“	Mt. Pleasant	“ 10 “
“	Upham’s Corner	“ 10 “
“	Warren street	“ 8 “
“	Tremont street.....	“ 3 “
“	“ “ & depots	“ 15 “
“	East Boston Ferry	“ 7 “
“	Atlantic avenue.....	“ 15 “
“	Forest Hills	“ 30 “
“	Egleston square	“ 10 “
“	Beacon street.....	“ 5 “
“	Huntington avenue.....	“ 15 “
“	West End	“ 10 “
“	Brookline	“ 10 “
“	Jamaica Plain	“ 15 “



Metropolitan Railroad, continued.

"	Dorchester and Grove Hall...every 15 minutes.		
"	Meeting-House Hill	"	30 "
"	Field's Corner	"	30 "
"	Chelsea, <i>via</i> East Boston	"	7 "
"	" Ferry.....	"	15 "

CARS HEAD OF MILK STREET.

"	Field's Corner	"	10 "
"	Washington Village	"	15 "
"	Milton Lower Mills.....	"	30 "

South Boston Railroad. — Office, 715 Broadway.

"	From Brattle street.....every 5 minutes.		
"	" Providence depot, <i>via</i> Dover street.....	"	10 "
"	Between Northern and Southern Depots	"	10 "

Middlesex Railroad. — Office, 27 Tremont Row.

"	To Franklin street, E. Somerville, every 10 minutes.		
"	" Bunker Hill.....	"	10 "
"	" Malden and Everett.....	"	30 "
"	" Union square, Somerville....	"	15 "
"	" Winter Hill	"	20 "

Night-car to Charlestown Neck leaves foot of Cornhill on the half-hour.

Cambridge Railroad.

To Brighton	every 15 minutes.		
" Harvard square, <i>via</i> Main street.....	"	5	"

Cambridge Railroad, *continued*.

To Harvard square, via Cambridge	every 30 minutes.
“ “ and Providence depot, “	10 “
“ Prospect street	“ 15 “
“ North avenue	“ 10 “
“ East Cambridge	“ 15 “
“ Fresh pond and Mount Auburn	“ 15 “
“ West Somerville	“ 30 “
“ Spring street	“ 10 “
“ Arlington	“ 60 “
“ Watertown	“ 15 “
“ Newton	“ 30 “

Charles River Railroad.

From Bowdoin square to Porter's station	every 20 minutes.
“ “ “ Cambridgeport, “	30 “
“ “ “ Somerville	“ 30 “
“ Park square to Somerville	“ 20 “

Lynn and Boston Railroad, Office 13 Tremont Row, Passenger Station 71 Cornhill.

To Lynn, <i>via</i> Charlestown	every 60 minutes.
“ Chelsea <i>via</i> “	“ 10 “
“ Peabody	“ 60 “

Coaches connect with Washington avenue cars for Woodlawn Cemetery.

To Revere Beach, from June 1 to Oct. 1, every 30 minutes.



COACHES.

Citizens' Line Coaches. — Run from Northampton street, South End, to Salem street, Charlestown Neck, *via* Washington, Court, Green, Leverett, Causeway, Warren bridge and Main street. Fare, 5 cents; six tickets for 25 cents.

HACK FARES.

For Adults. — From one place to another in the old portion of the city, East Boston, South Boston, and Roxbury, 50 cents for each passenger, and as much more for every additional passenger. For one adult, from any point south of Dover street and west of Berkeley, to any place north of State, Court, and Cambridge streets (or return), \$1 for each passenger, or for two or more, 50 cents each. From any place north of Essex and Boylston streets, to any place in Roxbury north of Dudley street, or Roxbury street between Eliot square and Pyncheon street, and east of Tremont street from the Providence railroad-crossing and the Brookline line, \$2; two passengers, \$1 each; three or more, 75 cents each. From any place south of Essex and Boylston streets, and north of Dover and Berkeley streets, to any place in Roxbury (or return), \$1 50; two passengers, 87 cents each; three, 75 cents each; four, 62½ cents each. From any place south of Dover and Berkeley streets, to any place in Roxbury (or return), \$1; two, 75 cents each; three or more, 50 cents each. From any point north of Essex and Boylston

streets, to any place in Roxbury south of Dudley street, and Roxbury street between Eliot square and Pyncheon street, and west of Tremont street from the Providence crossing and the Brookline line, \$2.50; two, \$1.25 each; three, \$1 each; four, 75 cents each. To South and East Boston, from the old portion of the city, \$1; two or more, 75 cents each. To Dorchester, \$1; 50 cents for each additional passenger. From the old portion of the city to Dorchester, north of Centre street, \$3; two, \$1.75 each; three, \$1.25 each; four, \$1 each. From the old portion of the city to any point south of Centre street, Dorchester, \$4; two, \$2.25; three, \$1.62; four, \$1.25 each.

HERDICS

May be found at all the depots and chief hotels, the rates charged being as follows: One or more passengers, within the city proper, north of Dover and Berkeley streets, 25c. each; one or more passengers, within city proper, south of said streets, 35c. each, or \$1 for three or four persons. These cabs may be hired, also, at 75c. per hour; two or more passengers, \$1.

PEOPLE'S LINE COACHES.

From Summer street, Boston, to Inman square, Cambridge, every ten minutes, from 7 A.M. to 8 P.M.

HOSPITALS.

Massachusetts General. — Blossom street. Free. Patients admitted from all parts of the United States and Canada.

City Hospital. — Harrison avenue, off East Worcester square. Applications for admission of patients may be made any day in the week, Sundays excepted, between 9 and 11 A.M. Accidents, etc., received at all hours. Mondays, Tuesdays, Thursdays, and Saturdays are visiting days. Free to those who are unable to pay.

Massachusetts Homœopathic. — East Concord street. Open for general medical and surgical diseases. There are several free beds, and convenient rooms for those able to pay.

Massachusetts Charitable Eye and Ear Infirmary. — Charles street. Free to patients from all parts of this country and the British Provinces.

HALLS.

Boston Music Hall. — Built 1852. Entrances on Central court and Hamilton place (opposite Park-street Church). Seating capacity, 2,585. The great organ, built near Stuttgart, Germany, and containing 5,474 pipes, is one of the largest and finest in existence. Beneath the large hall is a smaller one, called Bumstead Hall, principally used by the Handel and Haydn Society for rehearsals.

Tremont Temple. — The original building was destroyed by fire in 1879, and the present hall, one of the best in the country, was erected in the year following. Seating capacity, 2,600. Beneath the main hall is the Meionaon, which will seat 1,000.

Mechanics Hall. — Corner of West Newton street and Huntington avenue, in the building of the Massachusetts Charitable Mechanics Association. It is one of the largest in the world, having a seating capacity of 8,000. The foreign and other exhibitions have been held here.

Horticultural Hall. — Tremont street, between Montgomery place and Bromfield street. Dedicated in 1865. Used for floral exhibitions, concerts, and entertainments of various kinds.

Union Hall. — Young Men's Christian Union, Boylston street. Good stage for private theatricals. Seating capacity, 522.

Parker Memorial Hall. Corner of Berkeley and Appleton streets. First floor used by the Parker Fraternity. Seating capacity, 850.

Paine Memorial Hall. — Appleton street, between Tremont and Berkeley. Seating capacity, 800. Investigator Hall, in the same building, has accommodation for about 600 persons.

Wesleyan Hall. — Bromfield street. Now used by the Boylston Club for rehearsals. Will seat about 300.

Hawthorne Rooms. — Park street. So named in honor of Nathaniel Hawthorne. Will seat 250. Chiefly used for morning lectures and evening entertainments of a high class.

The Turnhalle. — In the Turnverein Building, Middlesex street. Seating capacity, 500.

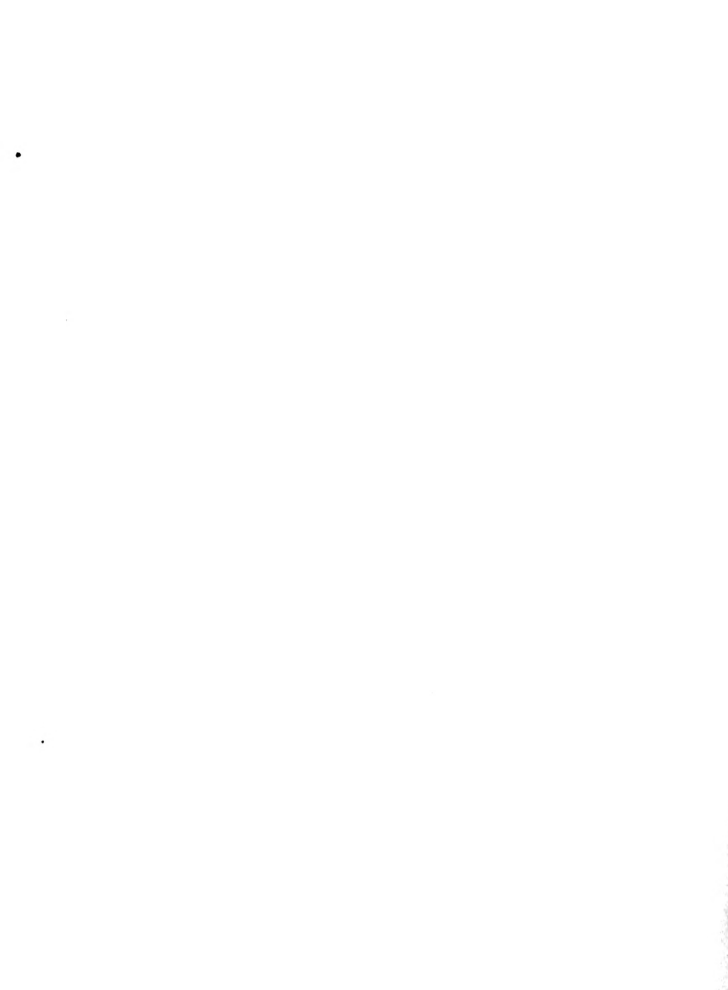
Faneuil Hall. — Enlarged to its present size in 1805. Is well known by the title of "Cradle of Liberty," and is used

chiefly for political meetings, or great public gatherings. There are no seats on the main floor, and only a few in the galleries, for ladies. The use of the hall is granted for such meetings as the city approves, and, although no rent is charged, the expenses are paid by those using the hall.

Other Halls. — Papanti's, 23 Tremont street, where many famous dinners have taken place; now used mostly for dancing. Nassau Hall, corner Washington and Nassau streets; used by various religious sects. Hospitaller Hall, 712 Washington street, which, together with Codman Hall, 176 Tremont street, is frequented largely by both labor and secret organizations. John A. Andrew Hall, corner of Essex and Chauncy streets; used chiefly for political and trades' meetings. Concord Hall, corner of Washington and Concord streets; Pilgrim Hall, corner of Beacon and Somerset streets; Bacon's Hall, 2185 Washington street; Highland Hall, 191 Warren street; Curtis Hall, Jamaica Plain. In the Charlestown District there are the following: Monument Hall, Main street; City Hall, City square; Congress Hall, Main street; Freemasons' Hall, Thompson's square; Harvard Hall, Bow street; Ivanhoe Hall, Main street; Odd Fellows' Hall, Main street; Waverley Hall, City square; Winthrop Hall, Main street. East Boston has Lyceum Hall, Maverick square; Webster Hall, Webster street; while the most prominent in South Boston is Wait's Hall, Broadway.

LIBRARIES.

Boston Public Library. — Bolyston street, opposite the Common. On the second floor is Bates Hall. Total number of books, 425,000.



Boston Athenæum. — Beacon street. Librarian, Charles A. Cutter; President, Samuel Eliot.

Massachusetts Historical Society. — Founded in 1791, and now located on Tremont street. Librarian, Dr. Samuel A. Green.

State Library of Massachusetts. — State House. Established in 1826. Librarian, C. B. Tillinghast.

Social Law Library. — Court-House, Court square. Incorporated 1814. Librarian, F. W. Vaughan.

Boston Medical Library Association. — No. 19 Boylston street. Founded in 1875. Dr. James R. Chadwick is librarian.

Congregational Library. — Free to all for consultation. Beacon street, corner of Somerset.

General Theological Library. — No. 12 West street. Instituted 1860. Rev. Luther Farnham, librarian.

Boston Library Society. — No. 18 Boylston place; founded in 1794.

Other Libraries. — American Academy of Arts and Sciences, 10½ Beacon; American Baptist Missionary Union, Tremont Temple; Boston University Law, 36 Bromfield street; Berwick Library, Hotel Berwick; Loring's, 542 Washington; Toll Gate Circulating, 661 East Broadway.

MARKETS.

Faneuil Hall Market. — Built in 1742, by Peter Faneuil, and presented by him to the city.

Quincy Market. — Built in 1826; two stories high, 535 feet long, and covering 27,000 feet of land. The cost of the market, land, and street, and other improvements, was \$1,141,272.

Boylston Market. — Corner of Boylston and Washington streets. Built in 1810, and extended in 1859.

Other Markets. — Blackstone, on Blackstone street; Williams, corner Washington and Dover streets; Washington, 1883 Washington street; Suffolk, corner of Portland and Sudbury streets; Central, 50 North street; Clinton, 106 South Market street; Lakeman, Blackstone, corner North street; St. Charles, corner Beach and Lincoln streets; and the Union, 15 to 17 Washington street.

NAVY YARD, CHARLESTOWN.

The United States Navy Yard entrance is at the corner of Wapping and Water streets, Charlestown. Commodore, Oscar C. Badger; captain of yard, Ralph L. Chandler; pay director, Augustus H. Gilman; paymaster, John F. Tarbell; surgeon, George F. Winslow; chaplain, Edward W. Rawson; admiral's secretary, J. W. Hudson; naval constructor, Thomas E. Webb; chief engineer, E. D. Robie; captain of equipment department, Edward P. Lull; civil engineer yard and docks department, U. S. G. White; lieutenant-commander ordnance department, G. F. F. Wilde; commander navigation department, Charles V. Gridley; captain naval rendezvous on board receiving-ship "Wabash," Francis M. Bunce; commanding-lieutenant marine barracks, C. D. Hebb.

NEWSPAPERS.

Boston has, at present, 9 daily papers, 4 semi-weekly, 63 weekly, 5 Sunday, 4 fortnightly, 93 monthly, 10 quarterlies, and numerous annuals. Amongst the most prominent are :—

The *Daily Advertiser*, 246 and 248 Washington street; Republican, 4c.

Evening Transcript, corner of Milk and Washington streets; Independent Republican, 3c.

Boston Post, 17 Milk street; Democratic, 3c.

Boston Journal, 246 Washington street; Republican, 2c.

Evening Traveller, 31 State street; Republican, 3c.

Boston Herald, 255 Washington street; Neutral, 2c. A Sunday edition is also published, price, 5c.

Boston Globe, 236 and 238 Washington street; Democratic, 2c. Sunday edition, 5c.

Evening Star, 332 Washington street; Independent, 1c.

PARKS, SQUARES, STATUES, Etc.

The Common, of course, ranks first and foremost in the minds and hearts of all Bostonians. There are five malls, or broad walks, bordered with noble trees, known as Tremont, Park, Beacon, Charles, and Boylston-street malls, which, in pleasant weather, are all crowded with pedestrians.

The Public Gardens. — Situated on the south side of the Common, from which they are divided by Charles street. A hundred



years ago the place was only a marsh, and the beautifying of it has been accomplished within the last fifteen years. The objects of interest located there are well known, and do not need to be enumerated.

Other Parks. — Franklin, on the east side of Washington street, bounded by James, East Brookline, and East Newton; Blackstone, on the opposite side of Washington street; Worcester square, on Worcester street; Chester park, on Chester-park streets, both east and west; Montgomery square, at the junction of Tremont, Clarendon, and Montgomery streets; Thomas park, Telegraph hill, South Boston; Independence square, Broadway, corner of Second street; Lincoln square, Fourth and M streets, South Boston. In East Boston there are Central, Belmont, Putnam, Prescott, and Maverick squares.

Following is a list of the most prominent statues, and their locations: Washington on horseback, Public Gardens; Daniel Webster, State-House grounds; Horace Mann, State-House; Alexander Hamilton, Commonwealth avenue; Edward Everett, Public Gardens; John Glover, Commonwealth avenue; Aristides and Columbus, Louisburg square; Benjamin Franklin, City Hall grounds; Ether Monument, Public Gardens; Army and Navy Monument, Flagstaff hill, Common; Bunker Hill monument, Breed's hill, Charlestown; Harvard Monument, near the old State Prison, Charlestown; Soldiers and Sailors' Monument, Winthrop square, Charlestown; Charles Sumner, Public Gardens; Josiah Quincy, City Hall; Emancipation Group, Park square; Samuel Adams, New Washington street; Gov. Winthrop, Scollay square; and Col. Wm. Prescott, in front of Bunker Hill Monument, etc.

POST-OFFICE.

DEVONSHIRE, BETWEEN WATER AND MILK STREETS.

Daily Mail Arrangements.

Mails Close at Main Office.

Southern, 8½ and 12 m., 3½, 5½, and 9½ p.m.

Albany, and on the route, 4, 7½, and 10 a.m., and 5 p.m.

Western, 7½ a.m., 5 and 9½ p.m.

Cape Cod, 7 a.m. and 3½ p.m.

Northern mail, 7½ and 11 a.m., and 6 p.m.

Foreign mail, *via* New York, day previous to sailing, at 7½ p.m.

Eastern, 6½, 11½ a.m., 2½ and 6 p.m.

Mails Due.

Southern, 7.55 a.m., 2, 4.10, 6, 10, 8.50, and 10.45 p.m.

Western, 9.37 a.m., 2.55 and 9.45 p.m.

Eastern, 6½ a.m., 1.15, 4.55. and 8 p.m.

Albany, 9.20 a.m., 2.55 and 9.45 p.m.

Northern, 8.30 a.m., and 6 p.m.

Cape Cod, 10.10 a.m., and 7.18 p.m.

Canada East, close 7½ a.m. and 6 p.m.; due, 8½ a.m., and 6.10 p.m. Canada West, close 5 p.m.; due, 9.37 a.m.

Sundays.

A mail is made up on Sunday for Worcester, Springfield, Connecticut, Rhode Island, New York City, and the South, and closes at 5 and 9½ p.m. For Salem, Roxbury, Brookline, Chelsea, Cambridge, Cambridgeport, and Charlestown, at 7 a.m. Lynn, 6½ a.m.

Collection and Carriers' Delivery.

Letters are collected from street boxes at the hours marked upon them—8.30, 11.30 a.m., 2.30, 6, and 8 p.m. Collected from boxes at Station A, Roxbury Station, and from all *red* boxes at 6.30, 7, 8, 8.30, 9.30, 10.30, 11, 11.30 a.m., 1, 2, 2.30, 3.30, 4, 5, 5.30, 6, 7, and 8 p.m.

Sundays. — Collected from all boxes, 6 and 8 p.m.

Midnight Boxes. — Sears' Building, Cambridge car-station, corner Tremont row and Pemberton square, corner Tremont street and Montgomery place, and Old South Church.

There is no carriers' delivery on Sunday, but letters can be called for at the Carriers' Division between 9.30 and 10.30 a.m.

RAILROAD DEPOTS IN BOSTON.

Boston & Providence. — Park square, near the lower end of the Common.

Boston & Albany. — Corner of Kneeland and Lincoln streets.

Boston & Maine. — Haymarket square, facing head of Washington street.

Old Colony. — Kneeland, corner of South street.

Revere Beach & Lynn. — Atlantic avenue, foot of High street.

New York & New England. — Foot of Summer street, Atlantic avenue.

Boston & Lowell, Eastern, and the Fitchburg. — All on Causeway street.



STEAMERS (COASTWISE).

For Bangor and intermediate landings on the Penobscot river. — Boston & Bangor S.S. Co., steamers "Penobscot," "Katahdin," and "Cambridge," daily, at 5 p.m., from Lincoln's wharf, 365 Commercial street.

For Bath, Richmond, Gardiner, Hallowell, and Augusta. — Kennebec Steamboat Co., steamer "Star of the East," every Tuesday and Friday, at 6 p.m., from Central wharf, 244 Atlantic avenue.

For Portland. — Steamers "John Brooks" and "Forest City," daily, April to September, at 7 p.m.; September to April, at 5 p.m., from head of India wharf, 288 Atlantic avenue.

For Eastport, Calais, Me., St. John, N.B., Digby, Windsor, Halifax, N.S., and Charlottetown, P.E.I. — International S.S. Co., steamers "State of Maine," "Falmouth," and "City of Portland," Mondays and Thursday, at 8 a.m., from Commercial wharf.

For Yarmouth, N.S. — Nova Scotia S.S. Co., Tuesdays, at 8 a.m., from T wharf, 178 Atlantic avenue.

For Halifax. — Steamers "Carroll" and "Worcester," Saturdays, at 12 m., from Nickerson's wharf, east end of Congress street.

For Digby and Annapolis, N.S. — Nova Scotia S.S. Co., from T wharf, Thursday, 8 a.m.

For Nahant. — During the summer the steamer "Nahant," from foot of India wharf.

For Gloucester. — Steamer "City of Gloucester," daily (except Sunday), from June 1st to Oct. 1st, 2 p.m., Central wharf.

For Nantasket Beach, Hull, Pemberton, Downer Landing, and Strawberry Hill. — Boston & Hingham Steamboat Co., steamers “Rose Standish,” “John Romer,” “Nantasket,” “Twilight,” and “William Harrison,” during the summer, from Rowe’s wharf, 340 Atlantic avenue.

For Hull, Downer Landing, and Hingham. — Hingham, Hull, and Downer Landing Steamboat Co., steamer “Gov. Andrew,” Tuesdays, Thursdays, and Saturdays, at 9 a.m., from Battery wharf, 379 Commercial street.

For Provincetown. — Steamer “Longfellow,” from Battery wharf, Tuesdays, Thursdays, and Saturdays, at 9 a.m.

OCEAN STEAMERS.

For Liverpool: Allen Line. — Agents, H. & A. Allen, 80 State street. Cunard Line. — From Cunard wharf, E.B., every Saturday; P. H. Du Vernet, agent, 99 State street. Warren Line. — Agents, Warren & Co., 18 Post-office square. Leyland Line (weekly). — Agents, Thayer & Lincoln, 114 State street. Anchor Line. — Agents, Henderson Bros., 7 State street.

For London: Furness Line. — Agents, J. B. Brigham & Co., 38 Central street.

For Hull, England: Wilson Line (fortnightly). — Agent, George W. Preston, 97 State street.

THEATRES.

Boston Theatre. — Opened Sept. 11, 1854; is the largest theatre in New England, and one of the best appointed in the

world. Entrance on Washington street. Prices, \$1.50 to 25c.; general admission, 50c. Business agent, H. A. McGlenen.

The Globe. — Washington street, near the corner of Essex. The original building, erected in 1867, was destroyed by fire in 1873, the present structure being erected in the year following. Seating capacity, about 2,200.

Boston Museum. — Tremont street. Erected in 1846, and justly renowned as being the home of William Warren, the favorite comedian. Seating capacity, 1,500. Prices, from \$1 to 35c.

Park Theatre. — No. 617 and 619 Washington street. Proprietors and managers, Henry E. Abbey and John B. Schoeffel.

Bijou Theatre. — Opened in December, 1882, on the site of the old Melodeon Hall. Seating capacity, about 1,000.

Howard Athenæum. — Howard street. Seating capacity, 1,500. Prices, from \$1 to 10c.

Other Theatres. — Windsor, corner of Washington and Dover streets, G. E. Lothrop, manager; Halleck's "Alhambra," South Boston Point, chiefly used in the summer; Dudley-Street Opera House, formerly Institute Hall, Roxbury District; Boylston Museum, Washington, near Boylston street; Oakland Gardens, Blue Hill avenue, Roxbury District, on the line of the Highland Street Railroad.

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Mutual Union Telegraph Co. — 77 Milk, 38 Broad, and 26 Equitable Building.

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